

CRITICISM AIMED AT RACE MANAGERS

Use of Militia Along Vanderbilt Course Urged As Safeguard.

By HARRY WARD.

The motor world is today singing the praises of Harry Grant and his six-cylinder Alco car.

By winning the Vanderbilt cup race, the blue ribbon event of the American racing game, two times in succession, Grant not only stamped himself one of the greatest drivers this country has produced, but demonstrated that American-built motor cars were more than hold their own with the best that Europe can produce.

Notwithstanding there were more cars competing than ever before in the American road race, Grant hung on to a new speed record for the Vanderbilt course, his average for the 238.3 miles being 62.2 miles per hour. The nearest approach to this was Robertson's average of 54.3 miles per hour made in the 1908 Vanderbilt with a Locomobile.

From a racing standpoint this year's renewal of the classic Vanderbilt was the best kind of a success, but the management and conduct of the affair does anything but reflect credit upon the promoters. It would seem that almost criminal negligence was displayed in permitting spectators to stand close enough to the course to be injured should the speeding cars make the slightest swerve. The solution of the problem would be the calling out of a regiment of militia to keep the crowds in check. This was done at the Grand Prize race in Savannah several years ago, and this time has gone down in motor history as the best conducted road race ever held in this country.

The claim has been made that while the militia did splendid work at Savannah, the inhabitants of the Northern States would not pay any more attention to the soldiers than the Vanderbilt crowds have paid year after year to the deputy sheriffs. New Yorkers have persistently claimed that troops or no troops the New Yorkers could not be kept off the Vanderbilt. But on occasions of this nature, the public familiar with the citizen soldiery that on occasions of this nature, the time has come for action to be taken if the Vanderbilt is ever to be repeated.

Washington friends of Ross Hendwood, who drove the radio car in the Munsey Historic Tour, have received word to the effect that he is preparing for a trip to the New England coast. Ohio Motor Car Company, of Cincinnati, has entered an Ohio roadster in the run from Los Angeles, Cal., to Phoenix, Ariz., which takes place November 5-7. Hendwood will drive the same type of car as that used as the official starter's car in the Munsey Historic Tour, and as he has driven over the course of the tour on several occasions, he is confident of success.

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AUTOMOBILE LICENSES SHOWING AN INCREASE

One Hundred and Twelve More Permits to Operate Motor Cars In District Issued In Month of September.

One hundred and twelve licenses to operate automobiles in the District of Columbia were issued by the Automobile board during September.

The first number issued during the month was 7217, which was awarded to W. C. Hayden, while Kelly & McDonald obtained the last number, which was 7423.

Among those to whom licenses were issued were Dr. L. W. Glazebrook, Dr. L. L. Friedrich, John K. Heyl, vice president of the Automobile Club, Frank B. Pyle, J. N. Bonaparte, Major G. J. Newgard, U. S. A.; Dr. W. P. C. Hazen, and Thomas W. Symons.

The licenses issued were:

7217—W. C. Hayden, 504 F street.
7218—L. W. Glazebrook, 2022 P street.
7219—P. D. Diney, 2307 Woodley lane.
7220—L. L. Friedrich, 229 E Capitol.
7221—P. J. Barbour, 1112 Fourteenth street.
7222—G. P. Hickford, 508 Cedar street, Takoma Park.
7223—E. Piper, 1105 S Carolina avenue.
7224—Washington Loan & Trust Company, Ninth and F streets.
7225—A. G. Frey, 1830 Fourteenth street.
7226—J. E. Ray, 217 Four and-a-half street.
7227—V. G. Owen, 1321 G.
7228—R. E. Boisseau, Potomac Bank bldg.
7229—W. B. Johns, 1918 F.
7230—S. B. Burkholder, 531 U street.
7231—E. A. Newman, 4305 15th street.
7232—S. J. Venable, Chevy Chase, Md.
7233—G. B. Hennecke, 5524 Georgia ave.
7234—J. E. Powell, Box 25, Station H.
7235—O. H. Billingsley, 615 Fourteenth street.
7236—M. E. Gregg, 605 Woodley apartment.
7237—L. E. Hine, 2017 Newark street.
7238—H. R. Wasser, 709 Sixth.
7239—E. L. Weston, The Raleigh.
7240—W. C. Caffee, 719 Thirteenth.
7241—Dulin & Martin Co., 1215 F.
7242—J. Nolan & Sons, 721 Fourteenth.
7243—L. R. Lohr, 739 Eleventh street southeast.
7244—J. K. Heyl, 423 Tenth street.
7245—Washington Post, 1329 E.
7246—W. K. Carr, 1413 K.
7247—H. Hitz, 1113s bldg.
7248—G. W. Stuart, 504 G street southwest.
7249—R. B. Bouie, 1421 Twenty-first street.
7250—L. A. Parker, Florence court.
7251—C. A. Flske, 413 Ninth street.
7252—B. F. Rider, 7 Iowa circle.
7253—S. J. Venable, Chevy Chase, Md.
7254—R. Semmes, 625 Pennsylvania avenue southeast.
7255—R. B. Thomason, 1814 Rhode Island avenue, northeast.
7256—G. B. Mullin, 1200 Crittenden street.
7257—E. W. Rosenbusch, 1701 Thirtieth street.
7258—E. E. Rapley, 628 Louisiana avenue.

DISTRICT ELEVEN SHOW GOOD FORM

Schools and Colleges Open Season With Many Snappy Games.

Followers of football in the District have reason to feel elated over the results of yesterday's football games. The teams playing yesterday made excellent headway and showed that the game in the District should have several expert teams before the season is well under way. In reviewing yesterday's results the Georgetown-Seamen Gunner game resulted in an overwhelming victory for the Hilltoppers.

Georgetown Washington and Western High School did not play, but practically every team of importance took a shot at the new game and today the several coaches are feeling more or less elated in recounting the performances of their charges on the gridiron yesterday.

Of the stronger teams Maryland Agricultural College journeyed to Richmond and defeated Richmond College by 29 to 0. Coach Eaton, who was captain of Georgetown last year, apparently has found the right combination for his team.

Having one of the best teams in the history of the institution.

At 8 o'clock this morning there were twenty persons in the Nassau Hospital who had been injured while participating in or watching the race. Four left the hospital during the morning. The other sixteen are getting along well.

While the cars and their drivers did splendid work, the management was, as usual, very lax. Something like \$20,000 in entrance fees was collected and \$50,000 more from the spectators who viewed the race.

While the receipts were \$70,000, very little was spent on improving the road. In fact, the road, except in the vicinity of the grandstand, the money had been used freely on barb-wire fences and ropes, so that no one could get a peek at the racers without paying, but on the country roads, outside of a few flagmen and deputy sheriffs, who were completely overrun by the crowd, the public did as it saw fit, and as a result many number of serious accidents and deaths are due to the lax and parsimonious methods of the promoters.

CUP RACE A MENACE, SAYS ACTING MAYOR

NEW YORK, Oct. 2.—Acting Mayor John Purroy Mitchell, speaking of the fatalities in connection with the Vanderbilt Cup race, said:

"I believe the Vanderbilt Cup race should be regulated. Under the present conditions it is a menace."

These races should be restricted, he said.

The Georgetown Prep team was defeated by the Georgetown Prep team by 24 to 0.

Business High and Episcopal High fought a draw at Alexandria, neither team being able to score during the four quarters. Business has a fast backfield in Scott, Molinari and Rathbone, and indications point to the trio as being trouble makers for the other schools. The game was fast and snappy throughout, and gives a line on the Stenographers' ability as far as speed is concerned.

The Georgetown Prep's easy victory over the Tech second team cannot be overlooked. Although outwitted the Preps were consistent ground gainers. Forward passes played a conspicuous part in the game, as did the clever manner in which the short kick was recovered for gains.

In preparation for the Inter-High School games which start in three weeks, the different schools will start in earnest this week. Eastern will play at Rockville and Western will line up against the Preps.

AUTO ACCIDENTS TO BE INVESTIGATED

Nassau County Officials to Fix Blame for Van derbilt Race Casualties.

GARDEN CITY, L. I., Oct. 2.—Early today an investigation was set on foot by officials of Nassau county in order to determine the responsibility for the casualties in the Vanderbilt Cup race, which cost the lives of four men and injured twenty others. District Attorney Franklin J. Coles is conducting the investigation. Whether it will result in findings which will be presented to the grand jury it is too early to say. It is not believed that the fatal nature of the Vanderbilt race will interfere with the running of the Grand Prix over the same course on October 15.

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Nothing Like

them in the world. CASCARETS the biggest seller—why? Because it's the best medicine for the liver and bowels. It's what they will do for you—not what we say they will do—that makes CASCARETS famous. Millions use CASCARETS and it is all the medicine that they ever need to take.

CASCARETS is a box for a week's treatment, all druggists. Biggest seller in the world. Millions boxes a month.

The "Washington" Car

40-H. P.

Guaranteed for 5 Years

\$1,750

Equipment Included



Equipped with Bosch Magneto

D. W. F. HESS-BRIGHTS VANADIUM STEEL. EVERY OWNER SATISFIED. MORAL: BUY A WASHINGTON. Phone M. 5128 for Demonstration.

Carter Motor Car Corporation

MUNSEY BUILDING, Washington, D. C. Factory, Hyattsville, Md.

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will be made as a roadster, a close-coupled touring car, and a Berlin, and while the construction embodies all the Owen features, which have given entire satisfaction this year, there are differences in body design. The Owen roadster is of the familiar scuttle-back design. The front seat is several inches further back than usual, affording additional leg room.

W. C. Long, of the Commercial Automobile and Supply Company, who returned yesterday from his vacation, spent in Atlantic City, said: "If the Western baby, christened 'E-M-F', hasn't yet passed the age where he requires it, his parents can purchase his croup medicine at the E-M-F drug store. The manager of that store is an enthusiastic owner of an E-M-F '30', and says he figured that if the name was good enough for as good a car as the one that carries it, the same nomenclature would do for his store."

The Cook & Stoddard Company has delivered a Pierce-Arrow landaulet to Mrs. M. L. Leiter.

The latest purchaser of a Haynes car is J. T. Nicholson, the car being made by the Sims Motor Company.

APRICOT WINE

made from ripe California apricots.

A novelty of fascinating flavor and real merit. Delicious with crushed ice.

Introductory Size

25c

delivered promptly on phone orders.

Taylor Grimes' Wine Store
1135-1137 14th St. N. W.
Phone N 1161

An Entirely New Measure of Value in the Motor Car Industry Has Been Created by

The Overland

For 1911

(Licensed under Selden Patent.)

More than 20,000 buyers are now enthusiastic users of these cars while a year ago there were but 4,000.

There must be something superlatively desirable in a car that could forge to the front in a single year, win the confidence of its buyers, and prove the most attractive and profitable of all lines for its dealers.

Why not investigate for 1911 right now? Delay means disappointment. Half the people who want Overlands for 1911 will be unable to get them.

We start this season with 20,000 Overlands in use and with deposits already in hand for more than 18,000 of the new models just coming out. Every Overland owner who appears on the road creates a further demand for this wonderful car and this fact is due to sheer merit alone. Up to 1910 the cars were never even advertised to any extent.

People who have never before thought of buying a car are buying Overlands, because they are the first really good cars at a reasonable price. People who have owned other makes are now selecting Overlands because of their mechanical excellence. They are exactly what the average man should own because simply built, so readily understood and maintained.

22 four-cylinder models from 20 to 35 horsepower from \$775 to \$1675, including magneto, and lamp equipment.

All 1911 Models include fore doors, at your option, at one price.

The improvements this year are mainly in refinements of design. Our master designers have this year created twenty-two highly attractive models largely based on foreign trend. They will take their place among the most approved cars in the world. No cars are made at any price better style, line or finish; no cars offer such mechanical qualities for anywhere near the same money; no cars will render better service at any figure save possibly in excessive power.

RECORDER'S VITAL R RESTORATIVE

Increases Men's Vitality.

Price 50c. At all druggists. Always on hand at O'DONNELL'S Drug Store, 801 F St. N.W. Mail orders solicited.

E. M. F. "30" Flanders "20" COMMERCIAL AUTO SUPPLY CO. 1313 N. Y. Avenue N. W. Telephone M 2174

Until October 1st We Offer 30% Discount On Summer Wearing Apparel, Including Dust Coats, Caps and Gloves

Automobile Supply Department National Electric Supply Co. 1330 N. Y. Avenue Phone M 632.

THE FAMOUS SHOOMAKER TENNESSEE RYE Ten Years Old, 51.2% Order by phone The Shoomaker Co. Established 1888. 621 E St. N. W. Phone Main 124-6

The Hudson



\$1150

Touring Car

"Look for the Tringle on the Radiator"

IT'S HERE THE NEW 1911 HUDSON "30" STRONGER, HANDSOMER, FASTER THAN EVER

The Most Widely Copied Car in America

The automobile industry has developed many engineers who have designed good, staunch, reliable cars. Few, however, combine with their skill as engineers an artistic taste that enables them to design cars of grace and style.

WHY HUDSON IS COPIED

That is why the Hudson is the most widely copied car in America. There are other cars that are mechanically selling at about the same price as the Hudson. There is no other car that has both the mechanical excellence and artistic beauty of the Hudson. Its symmetry of line and beauty of finish make an immediate appeal. There is endless satisfaction in owning such a car. There is satisfaction in knowing that your car will meet every road condition. That it has ample power to climb every hill—always ready to go smoothly, quietly, perfectly, without jar—without vibration.

A CAR OF CLASS

You make no sacrifice in quality when you choose a Hudson, for it has all the mechanical features of strength, power, and simplicity of operation that less beautiful cars possess, and all the easy-riding qualities of much more costly cars. The Hudson is immensely popular because of its beauty. That is why it holds its place in the garage of the millionaire, side by side with his \$8,000 and \$10,000 foreign car. Those who know automobile values appreciate the worth of this excellent, stunning car to be had in a five-passenger touring type for \$1,150—in a Roadster for \$1,000.

WE WANT YOU TO SEE THE HUDSON

And ride in it. Prove to your own satisfaction that it is the most remarkable value in the automobile industry. If you cannot call, we will be pleased to send a car to your office or residence for a demonstration. Just telephone N. 3622. The Hudson special catalogue A illustrates the quality of the Hudson more clearly than is possible in this advertisement. If you are interested in a motor car, no matter what price you intend paying, do not fail to get the Hudson catalogue. It is yours for the asking.

Licensed Under Selden Patent

DUPONT SALES CO., 1429 L Street N. W.

The new Overlands are made with fore doors and 4 without—your choice at one price. The fore door models, for which most makers charge extra, sell the same as the open front. We do this because fore doors will undoubtedly be the coming vogue.

We will continue to manufacture five of the models produced in 1910, but as the result of a large investment for new factory equipment, these five models as well as all new models, will be reduced in cost to the consumer.



OVERLAND MODEL 49

Price, \$1,095



OVERLAND MODEL 53

Price, \$1,600

Overland prices for 1911 begin at \$775 for 20 h. p. four cylinders, and \$850 for a Torpedo Roadster.

The 25 h. p. Overlands sell at \$1,000 to \$1,095, according to style of transmission. The 30 h. p. Overlands sell at \$1,350. So does the Torpedo Drive Coupe.

The prices run to \$1,600 and \$1,675 for the finest cars possible in 35 h. p. with 15-inch wheel base.

All prices include magneto and full lamp equipment.

Overland Washington Motor Co.

R. C. SMITH, President
829 14th Street N. W. Tel. M. 6890